# Climate Change goals and policies

Urban Village Element
Introduction

Discussion

Seattle is prepared to embrace its share of the Puget Sound region's growth. To ensure that it remains a vibrant and healthy place to live, Seattle has planned for the future of the city as a whole and for each ((~~neighborhood~~))urban center and urban village that is expected to grow and change. The City will use these plans to shape changes in ways that encompass the collective vision for the city as identified in this Plan((~~of its citizens~~)).

This Plan envisions a city where growth: helps to build stronger communities, heightens our stewardship of the environment, leads to enhanced economic opportunity and security for all residents, and is accompanied by greater social equity across Seattle's communities. The City has made a commitment to growing wisely, to growing in ways that ensure a livable future, and to growing sustainably. Growing sustainably also means building on the city's successes.

Seattle's successes include its neighborhoods. Seattle, at the beginning of the 21st Century, has a large number of appealing mixed-use neighborhoods that((~~,which~~)) serve as the cores of broader communities. Areas as diverse as Lake City, Columbia City, Uptown, and Georgetown provide goods, services, housing, and employment to Seattle's residents and are ((~~the~~)) key contributors to Seattle's livability.

Seattle's strategy for accommodating future growth and creating a sustainable city builds on the foundation of these neighborhoods and brings together a number of tools to create a better city:

- diverse housing and employment growth,
- pedestrian and transit-oriented communities,
- the provision of services and infrastructure targeted to support that growth, and
- enhancements to the natural environment and the city's cultural resources.

Together, these tools form the urban village strategy. As Seattle's population and job base grow, urban villages are the areas where conditions can best support increased density needed to house and employ the city's newest residents. By concentrating growth in these urban villages, Seattle can build on successful aspects of the city's

existing urban character, continuing the development of concentrated, pedestrian-friendly mixed-use neighborhoods of varied intensities at appropriate locations throughout the city.

Urban Village Strategy

Discussion

Urban villages are community resources that enable the City to: deliver services more equitably, pursue a development pattern that is environmentally and economically sound, and provide a better means of managing growth and change through collaboration with the community in planning for the future of these areas. The urban village strategy is a comprehensive approach to planning for a sustainable future. This approach is intended to maximize the benefit of public investment in infrastructure and services and promote collaboration with private interests and the community, to achieve mutual benefits.

Locating more residents, jobs, stores and services in close proximity can reduce the reliance on cars for shopping and other daily trips and decrease the amount of fossil fuels burned and the amount of greenhouse gases emitted. Increasing residential and employment densities in key locations makes transit and other public services convenient for more people and therefore makes these services more efficient.

The urban village strategy tries to match growth to the existing and intended character of the city's neighborhoods. Four categories of urban villages recognize the different roles that different areas will play in the city's future:

1. Urban centers are the densest neighborhoods in the city and are both regional centers and neighborhoods that provide a diverse mix of uses, housing, and employment opportunities. Larger urban centers are divided into urban center villages to recognize the distinct character of different neighborhoods within them.
2. Manufacturing/Industrial Centers are home to the city's thriving industrial businesses. As with urban centers, Manufacturing/Industrial Centers are regional designations and are an important regional resource.
3. Hub urban villages are communities that provide a balance of housing and employment, generally at densities lower than those found in urban centers. These areas provide a focus of goods, services, and employment to communities that are not close to urban centers.

4. Residential urban villages provide a focus of goods and services for residents and surrounding communities but may not provide a concentration of employment.

In addition to these centers and villages, this Element of the Plan puts further emphasis on transit communities – those areas within easy walking distance of frequent transit service. Most of those transit areas overlap with the geographic areas of urban villages, and the presence of frequent and reliable transit service reinforces the intended function of the urban villages by providing viable mobility options for residents and employees. Each of these areas is intended to see growth and change over time, and together they will accommodate the majority of the city's growth over the life of this Plan. The City will continue to work with its residents, businesses, and institutions to promote conditions that will help each of its communities thrive, but will pay special attention to those areas where the majority of growth and change is expected.

Policies in this ((~~Element and the Neighborhood Planning Element~~))Plan provide direction for that change and growth. In addition to designating urban villages and defining conditions desired within them, the ((~~p~~))Plan addresses conditions outside these areas.

Areas outside urban villages will accommodate some growth in less dense development patterns consisting primarily of single-family neighborhoods, limited multifamily and commercial areas and scattered industrial areas. The strategy of focusing future development in urban villages continues to direct new development away from Seattle's single-family areas.

Environment Element

E. Climate Change

Discussion

Climate change is a global challenge((~~and the human factors that contribute to it are not confined to jurisdictional boundaries~~)). The impacts of greenhouse gases, no matter where they are emitted, affect us all. ((~~Nevertheless,~~))Seattle City government can ((~~contribute to~~))reduce emissions ((~~reductions of those factors through public education, regulation~~))by coordinating land use with existing and planned transportation systems to reduce car trips and facilitate other transportation choices, by supporting energy conservation and low carbon energy sources, by reducing waste generation, by promoting public education, and by reducing emissions from City government operations.

Seattle is a regional employment center and, as such, is a locus for the generation of greenhouse gas emissions from industry and traffic that are the shared responsibility of the region, state, and nation. By monitoring and ((~~seeking to~~))responding to emissions within Seattle's geographic boundaries, Seattle can contribute to a regional reduction in greenhouse gases. Some efforts to reduce emissions will be opportunities for innovations that support local jobs.

This Comprehensive Plan addresses the period between 2004 and 2024. ((~~The greenhouse gas emission goals below are set to correspond to a 50-year goal consistent with s~~))Studies prepared by national and international organizations ((~~.These studies~~))indicate that developed countries must reduce greenhouse gases as much as 80 percent in carbon dioxide equivalents ($CO_2e$) below 1990 levels by 2050 in order to achieve climate stabilization.

With the City's long-standing commitment to environmental stewardship and as home to the nation's first carbon neutral electric utility, Seattle is well positioned to be a leader in emissions reduction. Building on this history of stewardship and leadership, in 2011 the City Council adopted carbon neutrality by 2050 as the City's climate goal.

Meeting targets for reductions in greenhouse gas emissions will require community support and action, political leadership((~~consensus~~)) and ((~~technology~~))innovation. Without such ((~~consensus~~))leadership and innovation, there is a risk that the City may not continue to make necessary progress in meeting these goals. Seattle can, and should, be in the forefront of developing new economic opportunities in industrial sectors that can positively affect greenhouse gas reduction.

The Urban Village Strategy is a powerful tool for helping to achieve the City's climate goals. Since the transportation sector is the largest single source of greenhouse gas emissions, the Urban Village Strategy's focus on concentrating new housing and jobs near one another and near frequent transit service will reduce reliance on cars and lower the number of vehicle miles driven. This Comprehensive Plan's approach for the City to take a large proportion of the region's growth will also help to reduce the number of long-distance commute trips made and lower per capita emissions across the region.

While concerted efforts to reduce greenhouse gas emissions are critical, historic emissions remain and will continue to affect the global climate. Therefore, ((~~I~~))in addition to doing its part to reduce the effects of climate change, the City must also ((~~be preparing~~)) prepare for((~~,~~)) and adapt to((~~,~~)) the effects of climate change.

Goals

**EG7** ((~~To control the impact of climate change globally and locally, reduce~~)) Reduce emissions of carbon dioxide and other climate-changing greenhouse gases in Seattle by 30 percent from 1990 levels by 202((4))0, and ((~~by 80 percent from 1990 levels~~))become carbon neutral by 2050.

**EG((~~15.6~~))7.3** Seattle will act as a regional and national leader by becoming carbon neutral. ((~~The Climate Action Plan will identify strategies for reducing greenhouse gas emissions in the transportation, building energy, and waste sectors, including establishing specific vehicle miles traveled reduction goals by transportation mode or sector.~~))

**EG7.5** Prepare for and adapt to the likely effects of climate change through the development, ongoing assessment, and implementation of the Climate Action Plan.

| **Sector** | **2020 Targets**<br>(% reduction compared to 2008) | **2030 Targets**<br>(% reduction compared to 2008) |
|---|---|---|
| **Transportation** | | |
| Passenger | 14% reduction in vehicle miles traveled (VMT)<br>35% reduction in GHG emissions per mile of Seattle vehicles | 20% reduction in VMT<br>75% reduction in GHG emissions per mile of Seattle vehicles |
| Freight | ((~~Maximum 7% increase in VMT~~))<br>25% reduction in GHG emissions per mile of Seattle vehicles | ((~~Maximum increase 15% increase in VMT~~))50% reduction in GHG emissions per mile of Seattle vehicles |
| **Buildings** | ((~~8% reduction in energy use~~)) | ((~~20% reduction in energy use~~)) |
| Residential | 8% reduction in energy use<br><br>((~~5% reduction in energy use~~)) | 20% reduction in energy use<br><br>((~~10% reduction in energy use~~)) |
| Commercial | 5% reduction in energy use | 10% reduction in energy use |
| Both | 15% reduction in tons of carbon dioxide equivalent (CO2e) per billion BTU for residential and commercial buildings combined | 25% reduction in tons of CO2e per billion BTU for residential and commercial buildings combined |
| **Waste** | Increase diversion rate to 69%.<br>50% reduction in methane emissions commitment per ton of waste disposed | Increase diversion rate to over 70%.<br>50% reduction in methane emissions commitment per ton of waste disposed |
| **TOTAL GHG EMISSION REDUCTION** | 30% reduction in emissions by 2020 | 58% reduction in emissions by 2030 |
| | 87% reduction in emissions by 2050<br>(% reduction compared to 2008) | |

**E15** Work with private and public sector partners ((~~in seeking~~))to achieve the goal ((~~EG7 for~~))of reducing climate-changing greenhouse gas emissions. ((~~from private and public sources to control the impacts of global warming on the city's water supply, electrical energy supply, ecosystems, public health, and economy. Work to establish a standard for greenhouse gas emissions for privately owned buildings~~))

**E15.1** Build infrastructure and provide services for pedestrians, bicycles, electric vehicles and transit to facilitate movement around the city by means other than fossil-fueled automobiles.

**E15.2** Consider innovative measures that would encourage and facilitate use of alternatives to single-occupant vehicles, such as parking maximums for new development, parking taxes or fees.

**E15.3** Continue to recognize the value of planning for transportation facilities at the same time as for the location, type and density of future housing and jobs as a way to reduce the need for future residents and workers to travel by automobile.

**E15.4**. Work to reduce greenhouse gas emissions through energy efficiency and low-carbon energy sources in buildings

**E15.5** For itself and the general public, the City should anticipate the effects of climate change and make plans for adapting to those effects.

**E15.6** Establish energy efficiency standards for new buildings, , consistent with applicable law, and encourage existing buildings to also achieve those standards.

**E15.7** Reduce emissions associated with solid waste by reducing the amount of waste generated and by operating efficient collection and disposal systems.